

Please add the following new claims:

11. (New) A method for controlling a speed of a vehicle, comprising the steps of:  
in the vehicle to be controlled, measuring one of a yaw rate and a rotation rate to determine a curvature of a trajectory of the vehicle;  
causing one of a proximity sensor and a position sensor to detect one of at least one vehicle traveling ahead and at least some other object within a sensing range, with regard to an offset from a travel course of the vehicle to be controlled;  
determining a travel-course offset of a vehicle driving ahead in preset measuring cycles;  
delaying the travel-course offset of the vehicle traveling ahead by a predefined time lag; and  
ascertaining a historical travel-course offset in accordance with a then active curvature of the trajectory of the vehicle to be controlled.
12. (New) The method according to claim 11, wherein:  
the predefined time lag is selected such that the historical travel-course offset is determined after approximately half of a distance between the vehicle to be controlled and the vehicle driving ahead.
13. (New) The method according to claim 11, wherein:  
the historical travel-course offset is determined in accordance with the relation  $y_{c_{hist}} = y_{v_{hist}} - k * d_{hist}^2 / 2$ ,  $d_{hist}$  likewise being one of generated and estimated as a historical distance between the vehicle to be controlled and the vehicle driving ahead on the basis of a delay.
14. (New) The method according to claim 13, wherein:  
the historical distance is estimated according to the relation  $d_{hist} = d_{active} - v * t_{hist}$ .
15. (New) The method according to claim 12, further comprising the step of:  
supplementing a time span until a maximum value  $t_{hist}$  is reached by a component that increases with a duration of observation to form  $t_{hist/dyn}$ .

16. (New) The method according to claim 11, further comprising the step of:

at any one time, delaying by a preset value an instantaneous value of curvature of the trajectory of the vehicle to be controlled, the delay being considered as well in the determination of the historical travel-course offset.

17. (New) The method according to claim 11, further comprising the step of:

for an active travel-course offset and the historical travel-course offset, determining a lane probability of the vehicle driving ahead for at least one of an own lane and adjacent lanes of the vehicle to be controlled.

18. (New) The method according to claim 17, further comprising the step of:

mixing two lane probabilities as a function of a quality of one of the historical travel-course offset to form a new value.

19. (New) The method according to claim 11, further comprising the step of:

in the vehicle to be controlled, providing a number of further detection devices for measuring positions of objects driving ahead; and

to select an object driving ahead as a vehicle to which a speed of the vehicle to be controlled is to be adapted, evaluating and weighting all results from the further detection devices.

20. (New) The method according to claim 19, wherein:

the evaluation and weighting are carried out using one of a video camera, a satellite-supported navigational system, a system for analyzing fixed destinations, and a system for determining a collective yaw rate of objects driving ahead.

#### Remarks

This Preliminary Amendment cancels original claims 1 to 10, without prejudice, in the underlying PCT Application No. PCT/DE01/01276. The Preliminary Amendment also adds new claims 11-20. The new claims conform the claims to U.S. Patent and Trademark Office rules and do not add new matter to the application.

In accordance with 37 C.F.R. § 1.121(b)(3), the Substitute Specification (including the Abstract, but without the claims) contains no new matter. The amendments